

THE HAWAIIAN GAZETTE

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Time For a Clean-Up

THE city attorney's department has a new excuse now to offer in the Bartlett matter. The directors of the Honolulu Brewery, from which Bartlett embezzled, did not request his return to Hawaii for prosecution, says this excuse, and consequently he is not going to be brought back.

It would seem that the city attorney and the police have been allowed to go unchecked in their impudence so long that they suppose any absurdity they may choose to invent as an excuse for their failure to perform their duty will be accepted, but it is doubtful if this last premeditated "blunder" is to go unprobed.

Conditions around the city attorney's department have been steadily growing from bad to worse, until now the very limit of bold disregard of all oaths of office and of all pretense of efficiency appears to have been reached. It is notorious that John Cathcart is doing nothing whatever either to earn the salary the public is paying him or to hold his deputies in line. Cathcart appears in court only in his own, private practice, while three salaried deputies do his "work." That there should be suspicion of his office is most natural and what little the public knows of the Scully, McGrath and Bartlett cases, and what is current report concerning the gambling situation, give apparent ground for much of the talk.

The police department is utterly and hopelessly incompetent, so much so that the whole attempt to get Scully out of the country was to prevent him from telling in public what he knows and what he has told already in private to a few. He says that one of his confidants is the first deputy city attorney, the man who was so active in Scully's behalf when he was under arrest by the federal authorities.

Sheriff Rose's connection with Scully may come out if the truth is allowed to be told in the pending Chilton conspiracy case, and if the city attorney does not have this case not pressed, as he is said to be anxious to do.

It seems about time for the chamber of commerce or the civic federation or some other body with an honest foundation to nominate a committee of law and order, the first work being the cleaning out of the Augean stables of the city attorney's and police departments.

Battle of Billions

IF LLOYD-GEORGE'S prediction that the nation with the last hundred million is the nation that will emerge victor in the present struggle in Europe, "the outlook for Germany is anything but encouraging," says Henry Clews, who reviews the financial status of Germany and Great Britain in his market letter of July 17. He says:

"The world is becoming accustomed to great events and correspondingly great transactions in financial affairs. The largest financial operation in history has just been completed, and its effect upon this market, the only free market of importance for the time being, proved quite inconsequential. The successful placing of the \$3,000,000,000 four and a half per cent British loan will go down into history as the most remarkable financial achievement on record. The previous British loan was \$1,750,000,000, making a total of \$4,750,000,000 since the war began. During the same period Germany has issued loans amounting to \$3,500,000,000. The total amount of loans issued by all the Allies is estimated at \$10,000,000,000, while the total issued by all belligerents is placed at about \$16,000,000,000. These are figures almost beyond human comprehension. Considering size and circumstances, the British loan was subscribed with remarkable promptness, much more promptly than has been the experience of other nations.

"While the terms were attractive, the net results show that in the neutral markets British credit is on a four and a half per cent basis, compared with Germany's credit on a six per cent basis. As to how long the belligerents can stand such a terrific financial strain, no safe predictions can be made. Rumors of German weakness are current, but the facts are difficult to obtain. So far as British credit is concerned, it has suffered least impairment. Great Britain is not only financing her own war, but also to a large extent that of her Allies. Her resources are enormous, and up to date have proved quite equal to the stupendous strain. On account of her position in the world's affairs, Britain's financial abilities are of supreme interest. No suitable comparison is possible, except that of the Napoleonic wars a century ago. Since then Great Britain's population has trebled, while her wealth has increased ten fold, and it is estimated this war will cost about five per cent of her total wealth compared with nearly one-third during the Napoleonic war. Great Britain has enormous investments abroad, estimated at \$20,000,000,000, which provide her with a handsome revenue. To this must be added the profits upon her foreign commerce, the largest in the world; upon her shipping, representing nearly one-half the world's tonnage; and upon her domestic industries, all of which are highly developed. If it be true, as Lloyd George predicted, that success in this war would ultimately depend upon financial resources, the outlook for Germany is anything but encouraging."

For a Greater Navy

RECENT Associated Press reports make it certain that the next congress will be asked to authorize the construction of a complete division of battle cruisers of the greatest offensive and defensive power, as well as the highest possible speed and the greatest radius of action. The general opinion among naval officers is that the general board of the navy will recommend five such vessels, which would provide a flag-ship and four units of the most powerful type of battle cruiser to form a division of the Atlantic fleet. It is proposed that the keels of all five be laid at nearly the same time, if the capacity of the available yards is adequate and the plan does not interfere with other naval construction which may be authorized.

The strategical value of battle cruisers depends largely upon their employment as a group. No type of naval vessel, with the exception of the submarine, has given such good account of itself in the present war as have the great battle cruisers of the British Tiger and German Van der Tann types.

Robert Neeser, the well-known naval historian, writing of battle cruisers and the United States' need of them to round out the fleet, points out in the July issue of "Seven Seas," the new organ of the Naval League of the United States, that had congress followed in years past the advice of the general board, we would now own some of the finest vessels of this type in commission.

In his article, Mr. Neeser says:

"After 1904, congress stopped the construction of armored cruisers and of fast scouts. After developing a successful type, we failed to follow up our advantage. Just about this time England designed her first battle cruiser. In 1907 the Indomitable, the Inflexible and the Invincible were laid down. In 1909 Germany displayed with pride her Van der Tann, and sent her on a voyage to the South American Republics. By this time Japan had followed the lead of the two greatest naval powers.

"If the recommendations of the general board had been followed by congress, it would have been possible for us likewise to build battle cruisers for our navy when the type first came out without imperiling our rank in battleship strength. But the refusal of congress to listen to expert advice retarded the development of our fleet along the most advanced lines until today we find ourselves in a position really critical. We do not own a capital ship which would have been able to keep up with the German cruiser Bleucher, and yet the Bleucher was lost in the recent North Sea action because she was too slow. Our fastest ship of the battleship class today or building is the Wyoming. Her speed is 21.22 knots. Our fastest large ships are the armored cruiser class, the North Carolina being able to make 22.48 knots. Yet today the British navy has the Queen Mary, carrying eight thirteen-inch guns, with a speed of 31.57 knots; the German navy has the Seydlitz, carrying ten eleven-inch guns, with a speed of twenty-nine knots, and the Japanese have the Kongo, carrying eight fourteen-inch rifles, with a speed of twenty-eight knots. The fastest American capital ship that could make a fight against the slowest of these foreign capital ships would be outclassed by a speed of seven knots or about eight statute miles per hour.

"Is it not about time that the American people realized the great inferiority in speed of their capital ships and demanded proper congressional action?"

Dealing with the same subject, the Army and Navy Journal of July 3, intimates that the recommendation of the general board will be for six battle cruisers. Some of the members of the board, the Journal states, believe that it would be a wise policy to substitute battle cruisers for dreadnoughts, while others are of the opinion that the recommendation for next year's construction program should include four battle cruisers and four dreadnoughts.

Judge Gary summed up the average American ambition yesterday before the Commercial Club, when he stated his belief that the United States should have a fleet commensurate with its importance as a nation and able to protect American interests at all times. Whether that fleet should be dreadnoughts, battle cruisers, submarines or whatnot, should be left to the naval experts. The main thing is to have the fleet and to have it strong enough for all purposes of defense and protection.

The administration is going to do something "definite" in regard to Mexico, whatever that means. Simmered down it will probably be another note and another "stern warning," to be followed by more bloodshed, more rapine and more starvation south of the Rio Grande. In this Mexican matter, the time for warnings and notes has long since passed. Either the United States should cease worrying over Mexico and the Americans there, or should send in an army of sufficient size to wipe up the whole mess of bandit generals, first chief and provisional presidents. It will be a costly, bloody job, with all kinds of resultant problems, but it appears to be a portion of "the white man's burden" devolving upon Uncle Sam. At any rate, he should quit talking about Mexico—either shut up or do something.

What of the Future?

IN LAYING plans for the future of the great sugar industry in this Territory there are factors that must be weighed and considered, the most important being that the whole tropical world sees the advantage of producing sugar and is going to get in on the approaching era of high prices if it can. Even after the tariff is restored there is going to be a glut in the sugar market at no very distant date.

American capital is pouring into Cuba, starting new plantations, buying up old ones, remodeling and improving mills. Other tropical lands are buying the second-hand mills which are in reality an improvement over what they had before used. Everywhere the effort is afoot to make more and cheaper sugar.

The expert sugar makers who have grown up with the American industry are leaving it to seek better positions in newer lands where opportunities seem broader or where economic production is freer from political control.

All this means that five or possibly ten years hence when all these new cane propositions get into full bearing and sugar is pouring into the world's markets from unusual sources there will be the same period of financial strain that always succeeds a boom. Sugar prices will probably go to a very low level and competition will be very keen.

Wall street believes the madness of war is already passing. After it is over a period of reconstruction will follow, probably along the lines of closer protection by each of the great world powers for its own people, its own industries and its own trade. Both the cause and the aftermath of war is patriotism which is only national selfishness crystallized. The United States will be influenced by it just as much as the belligerent powers and so the American people must perforce follow the footsteps of those who lead the way. One form this new patriotism is bound to take is going to be the protection of the home market for the home producer and manufacturer. It is good sense and not political theory.

Nevertheless with all the world growing sugar there will follow a period of very low prices during which the saving barrier of a protective duty will not protect the domestic sugar grower from destructive competition due to an over supply. It is not folly to look ahead in anticipation. That time may arrive ten years hence. It may be only five.

Knowing that it is almost certain to come, Hawaii has got to build up all its other industries.

The pineapple industry will help, but just how far no one can say. Certainly the present is no time for laying plans for its indefinite expansion. This industry must contract first until it can stabilize. The way out is to grow and pack less fruit and not more. What the situation will be five or ten years from now may be another story, if in the mean time the fresh fruit trade is developed and more attention is given to standardizing the product. Building new canneries now would be folly or worse than folly. The talk must be of a two million case pack, and not one of three millions.

The livestock industry looks promising if cattle can be fed and fattened on plantation wastes and cultivated cereals for the overseas markets. The rice industry is on the wane and is apparently destined to ultimately dwindle, from natural causes not necessary to state here. There are many minor industries still in the experimental stage, tobacco, cotton, rubber, sisal and others, each of which have their advocates and some of which may yet learn to stand alone.

There is the ship-supply business which is destined to bring trade to our harbors if we can get ready to take care of it. Some of Hawaii's surplus millions ought to go into the getting ready right away.

The tourist trade is a field that needs to be taken up as a business proposition with enough capital back of it to make it a permanent investment. Just how to capitalize this so as to get working capital free from political control has not been satisfactorily worked out. It is a problem far from solution but it is something that every one is interested in and a favorable solution will undoubtedly be forthcoming.

City Attorney Cathcart, waking up to the fact that he is city attorney, complains that the press of Honolulu has indicted, tried and convicted Bartlett. The inference is that the press has usurped Cathcart's authority, but this inference would be incorrect. The press neither nolle prossed the Bartlett case during trial, nor allowed him to break out of jail prior to the passing of sentence.

And now it is rumored that former Governor Slaton of Georgia, will be a candidate for the United States senate, with his action in the Frank case as the principal plank in his platform. It is to be hoped that the report is untrue, for the man who attempts to capitalize the discharge of duty and transform it into a political asset deserves to be called down by the voice of his constituency.

It's funny how any Hawaiian boy with a dime to lose can find a che-fa agent within ten minutes at any time and at any part of the city, while the astute detectives can only find about one agent every two weeks. Of course, as Sheriff Rose says, the gamblers, by using a trifle of brains, take advantage of the poor detectives.

Has that item about so much "paid to the Delegate" anything to do with the bashfulness of the authorities toward bringing Bartlett back for an explanation? Or is it the remark, credited to Bartlett before he sailed away, that, if he were brought back, he would have plenty of good company on the rock pile?

Dusting Off the Old Flag

INDICATIONS are that the steamship men are getting out the Star-Spangled Banner, shaking the dust out of it in preparation for a fight in defense of the Coastwise Shipping Law when the effort is made to secure its temporary suspension so far as the passenger-carrying provisions apply to Coast-Honolulu business. Already, too, there are mutterings of caution against any agitation in Hawaii for the repeal or suspension of a protective law regarding steamships at this time, when Hawaii will be approaching congress soon for the reenactment of a protective law for sugar.

The same old policy of flag-flapping as was employed here previously is to be revamped. The same old arguments that Hawaii should concentrate on the question of a sugar tariff and forget everything else are to be brought up to date and volleyed forth.

Those who are prepared to argue for Hawaii's right to have the same untrammelled travel privileges as are accorded without question to every other section of the American Union must be prepared to have their patriotism questioned and must be ready to resist the argument that to ask for a suspension of the Coastwise Law now will be to imperil the prospect of a restoration of the sugar tariff.

If Hawaii should approach congress with any suggestion that the protection given by the Coastwise Law to the main business of shipping—that of freight carrying—should be done away with, the arguments of the pro-patriots would be sound, both as regards the question of helping maintain the flag on the Pacific and of helping secure the reenactment of the sugar tariff clause, but while Hawaii asks only to be relieved of the intolerable check placed upon our tourist trade by the fact that there are not enough passenger ships on the run to handle the present business, with the practical certainty that there will be fewer still when the Seamen's Act goes into effect, no logical attack can be made upon either the patriotism or the good business judgment of the suspension advocates.

None would have the nerve to argue today that the passenger accommodations on the San Francisco run are adequate. None can say that the tourist trade of Hawaii would not benefit immensely if the British liners and the Japanese liners now on the run were allowed to bring passengers to Hawaii or carry them to the Coast, or if the interdiction were removed so that the Chinese lines promised Honolulu could carry San Francisco-Honolulu passengers. None would care to argue that the more passengers brought to Hawaii would not mean more freight brought to Hawaii. None would care to deny the fact that the more tourists Hawaii can entertain the more Honolulu will be able to travel Coastward, with the local people naturally getting the local preference.

A suspension of the Coastwise Law would not mean fewer passengers for the American-ships, but more passengers in the long run and more freight immediately.

The question of patriotism need not enter into the argument at all. It is not considered unpatriotic to travel west on one of the Japanese or British liners. Why should it be unpatriotic to travel east on one? It is not considered unpatriotic to travel out of New York harbor, or San Francisco harbor or any other harbor of the mainland in a foreign liner. Why should Honolulu be the only port of the Union where patriotism requires sailing under the American flag or staying home?

So far as the sugar tariff is concerned, congress is going to consider that on the basis of the revenue it will produce, not on the basis of whether Hawaii has the temerity to ask for itself what every other part of the Union has without asking for and which congress would never dare take away.

The Bartlett Fiasco

ANOTHER chapter has been added to the tale of the incompetency of the prosecuting and police departments of Honolulu, a tale which is a long and shady one. It now develops that Bartlett was assisted in his get-away beyond the reach of justice by every means within the power of the city attorney and the police short of actually notifying him of his danger of arrest. The formal order of the city attorney's department upon the sheriff's department to secure the arrest of Bartlett upon the grand jury indictments, it now develops, was not served until eight days after the indictments had been returned and the news of them had reached the Coast in cabled press reports and letters.

Of course, Sheriff Rose could not have been expected to take any initiative in the matter. That would have required at least an atom of common sense on his part. He knew, of course, that Bartlett had been openly accused of crime before the license commissioners, that the case was being investigated by the grand jury and that indictments had been returned. These were facts of so wide and general knowledge that even the sheriff could not have escaped some inkling of them. But he let the days slide by without turning over a finger, playing the city attorney's game, and during the eight days between the returning of the indictments and the casual mention of the matter by the city attorney, Rose never had the idea, apparently, of calling upon the city attorney for instructions or notifying his deputy in San Francisco to have Bartlett kept under surveillance.

Bartlett! Scully! McGrath! What rank rottenness in prosecuting and police departments these names call up! And the connection between Scully and Bartlett may be recalled; with the trail of the booze serpent dragging its slimy way through it all.

GERMAN REFUGEE SHIPS CANNOT GO TO PEARL HARBOR

Naval Base is Closed Port, Says Secretary of Navy Daniels

HARBOR COMMISSIONERS GET DECISION BY CABLE

Only Alternative To Relieve Congestion Is To Send Vessels Outside

After a silence of twenty-two days, Secretary of the Navy Josephus Daniels has replied to the request of the board of harbor commissioners that refugee German ships here be permitted to go to Pearl Harbor.

He has denied this request.

The following cablegram came yesterday afternoon from the secretary of the navy:

"Pearl Harbor is a closed port, and the department, while appreciating your difficulties, does not feel justified in authorizing a visit of the refugee vessels to that harbor."

This is Second Refusal

This is, in effect, the second denial, for, when the ships arrived here almost a year ago, it was suggested that they be put in Pearl Harbor, but the board faced the necessity of making the request direct, as it did this time, without the advantage of a recommendation from Admiral Moore that it be granted.

The cablegram, to which the reply came yesterday, was sent July 7. It was decided upon after a letter had been received from Admiral Moore, then commandant, that he could not grant the permission, as Pearl Harbor was a closed port and no foreign vessel could be admitted without permission from the secretary of the navy in each case. He suggested that the board wire direct, but said that, if it were preferred, that he would transmit the request. The board adopted the former plan.

Decision Is Final

As the decision of the secretary of the navy appears final, since the secretary said he appreciated the difficulties faced by the harbor commissioners here, the one step that remains is to send the ships outside. They have faced that for a month.

Not all will go at once, and when the first will go depends entirely upon conditions. By careful planing and shifting, Harbor Master William R. Foster has succeeded in getting docks for ships that have come, although there has been delay in some cases. Present examples are the inability of the naval auxiliary Nanshan to get a berth inside, which will force her to lie off port until she is ready to sail for Samoa, with the Fortuna, the change of the interned collier Locksun to a berth alongside the Prinz Waldemar at Pier 7; the taking of the Locksun's berth at Navy No. 2 by the Yurutan; and the entrance of the Japanese steamer Tempaizan Maru this morning—entrance prevented yesterday by the lack of a dock; and the always present example of the German steamer Holatia off port at an expense of five times what it would cost her to be inside, because there is no berth for her. Again, the collier Nerous, at Pier 7, will have to move to Quarantine to day for the steamer China to dock at Pier 7.

First to go, when the time comes, will be the steamers Pomern and Prinz Waldemar, now at the Ewa side of Pier 7, the best wharf of all. They have been prepared for a month to sail on twelve hours' notice, for, a month ago, it appeared that ships due would force the Germans out, but, although the harbor was crowded, Captain Foster managed to let them remain inside.

There are eight refugee Germans here; the schooner Hermin, in navy row; the Pomern and Prinz Waldemar; the Setos, Gouverneur Jaeschke, Staatssekretar Knaetke, the Loong Moon and the Holatia. The gunboat Geier and the Locksun are interned, and may not depart. The others are not held by any authority.

REMODELING OF CAPITOL IS PROCEEDING RAPIDLY

Work on the remodeling of the capitol is proceeding apace. In the treasurer's office the carpenters are busy removing old counters and putting in new ones. When the work is finished the work of the employees will be considerably facilitated.

Preparations are being made for the installation of the elevator which will be placed on the Ewa side of the main corridor and will run from the basement to the roof.

In the basement the rooms of the public works department are being overhauled and repainted, and in some cases, rearranged.

The license rooms are also being remodeled and renovated.

It is hoped that all the improvements will have been completed well inside of three months, and when all has been done Honolulu will have an executive building second to none anywhere.

KEEP IT HANDY.

Immediate relief is necessary in attacks of diarrhoea, cholera, dysentery, cholera, cholera and diarrhoea. Remedy always be on hand. For sale by all dealers. Benson, Smith & Co., Ltd., agents for Hawaii.